



Bicycle Plan Outline

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Background: NWMC and Bicycle Planning

- 1996
 - Focus on linking municipal networks
- 2007
 - Focus on regional bicycle plan inventory
 - Identification of east-west bicycle corridors
 - Limited to Cook County
 - Lack of implementation planning



Focus of the 2010 Plan

- Expand bicycle corridor planning to entire NWMC member area
- Evaluate feasibility and desirability of regional bicycle corridors
- Consider implementation strategies for corridors



Planning Process

- Contracted with the Active Transportation Alliance (November 2009)
- Held ten regional bicycle planning meetings (Beginning March 2010)
- Active participation from 34 of the 43 NWMC members
- Plan recommended by Bicycle and Pedestrian and Transportation Committees in November



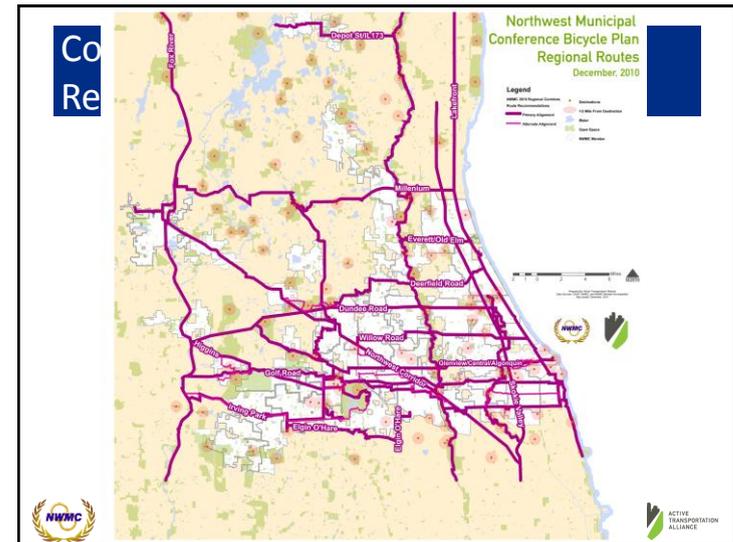
Overall Recommendations

- Best Practices: Non-motorized Transportation Planning
 - Regulatory and policy tools
 - Model complete streets policy
- Partners
- Bike Racks
- Safety/Education/Encouragement
- Regional Signage
- Grant Seeking



Corridor Recommendations

East-West Corridors	North-South Corridors
Depot/IL 173 Corridor	Fairfield/Quentin Corridor
ComEd Corridor	Skokie Valley Trail Corridor
North Shore – Millennium Trail Corridor	Fox River Trail/Prairie Trail (Existing)
Everett/Old Elm Corridor	Des Plaines River Trail (Existing)
Deerfield Road Corridor	North Branch Trail (Existing)
Dundee Road Corridor	Lakefront Corridor (Existing)
Willow Road Corridor	
Glenview/Central/Algonquin Corridor	
Golf Road Corridor	
Irving Park Road Corridor	
Elgin-O'Hare Corridor	
Howard/Sibley Corridor	
Higgins Road Corridor	
Northwest Highway Corridor	



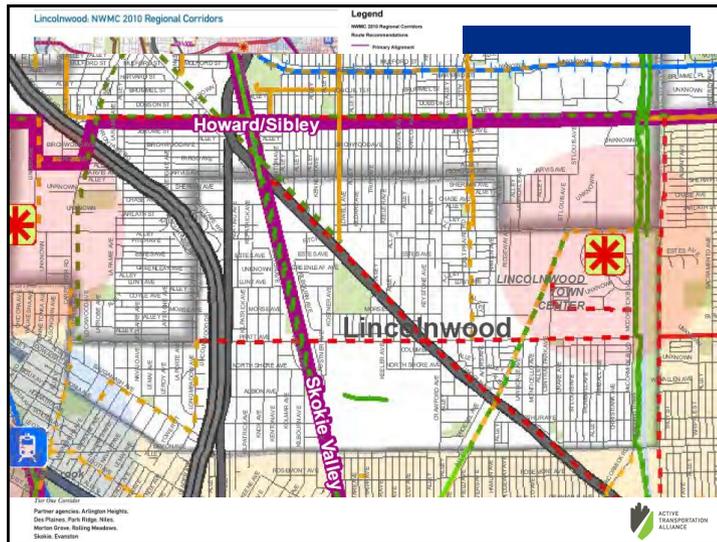
Corridor Recommendations: Ratings Overview

Corridor Information	ComEd	Depot/IL 173	Deerfield Road	Dundee Road	Elgin-O'Hare	Everett/Old Elm	Fairfield/Quentin
How many municipalities involved? (number)	1	4	6	11	8	4	9
How many member municipalities involved? (number and percent)	1 100%	1 25%	4 67%	8 73%	2 25%	3 75%	5 56%
Percentage of corridor existing	32%	19%	55%	20%	7%	16%	60%
Percentage of corridor programmed	36%	0%	0%	0%	0%	0%	0%
Percentage of corridor planned	0%	9%	15%	32%	71%	47%	40%
Percentage of corridor future	0%	0%	0%	0%	0%	0%	0%
Percentage of corridor unknown	0%	0%	0%	2%	0%	0%	0%
New NWMC recommendation? (yes/no and percent)	Yes 31%	Yes 72%	Yes 30%	Yes 46%	Yes 22%	Yes 37%	No 0%
Connectivity to regional destinations (good/fair/poor)	Poor	Poor	Poor	Good	Poor	Poor	Good
Connectivity to trail networks (good/fair/poor)	Fair	Fair	Good	Good	Poor	Fair	Good
Direct access to/from transit -- rail and bus (good/fair/poor)	Poor	Good	Good	Good	Fair	Good	Good
Directness (good/fair/poor)	Good	Fair	Fair	Good	Good	Fair	Fair
Barriers		I-94		IL-53, DPR to I-294		MD-N train tracks (Lake Forest)	I-90
Does the project address a significant barrier or interstate highway crossing?		DPR, Skokie Hwy, I-94				I-94	I-90



Corridor Recommendations: Ratings Overview Continued

Corridor Information	Glenview/Central/Algonquin	Golf Road	Higgins Road	Howard/Sibley	Irving Park	North Shore/Millennium	Northwest	Skokie Valley	Willow Road
How many municipalities involved? (number)	12	13	5	6	6	9	11	13	8
How many member municipalities involved? (number and percent)	9 73%	12 92%	3 60%	6 100%	4 67%	2 22%	9 82%	9 69%	8 100%
Percentage of corridor existing	45%	36%	42%	65%	49%	56%	10%	36%	5%
Percentage of corridor programmed	2%	4%	3%	6%	0%	0%	7%	11%	0%
Percentage of corridor planned	25%	23%	52%	15%	20%	44%	50%	14%	81%
Percentage of corridor future	19%	4%	0%	3%	0%	0%	3%	39%	10%
Percentage of corridor unknown	0%	0%	0%	1%	0%	0%	0%	0%	0%
New NWMC recommendation? (yes/no and percent)	Yes 9%	Yes 33%	Yes 3%	Yes 10%	Yes 31%	No 0%	Yes 30%	No 0%	Yes 4%
Connectivity to regional destinations (good/fair/poor)	Good	Good	Good	Fair	Fair	Good	Good	Good	Fair
Connectivity to trail networks (good/fair/poor)	Good	Good	Good	Good	Fair	Good	Fair	Good	Good
Direct access to/from transit -- rail and bus (good/fair/poor)	Good	Good	Good	Fair	Fair	Good	Good	Good	Fair
Directness (good/fair/poor)	Good	Good	Good	Fair	Fair	Good	Good	Good	Fair
Barriers	RR viaduct OCC	RR viaduct OCC, I-294	I-90 (2)	I-294, I-94, DPR	EI&E tracks		S curve, AH to IL-53		I-94, I-294, RR
Does the project address a significant barrier or interstate highway crossing?	I-94	I-94, I-294	I-290		I-290				



Implementation Tiers

- Corridors grouped into three tiers based on evaluation ratings
- Plan supports implementation of all corridors
- All corridors presented in the plan considered priorities for regional system connectivity



Implementation Tiers: Corridor Characteristics

Tier One	Tier Two	Tier Three
High percentage of existing bicycle facilities	High or lower percentage of existing bicycle facilities	Low percentage of existing bicycle facilities
High percentage of planning facilities	High percentage of planned bicycle facilities	Lower percentage of planning bicycle facilities
Good connectivity to regional destinations, transit and existing bicycle network	Good or fair connectivity to regional destinations, transit and existing bicycle network	Fair connectivity to regional destinations, transit and existing bicycle network
No significant barriers	May have significant barrier(s)	Significant barriers
Serves multiple NWMC members (regional in scope)	Serves multiple NWMC members (regional in scope)	Serves a smaller number or percentage of NWMC members



Implementation Tiers

Tier One	Tier Two	Tier Three
Deerfield Road Corridor	Glenview/Central/Algonquin Corridor	ComEd Corridor
Golf Road Corridor	Irving Park Road Corridor	Depot/IL 173 Corridor
Higgins Road Corridor	North Shore – Millennium Trail Corridor	Elgin-O’Hare Corridor
Howard/Sibley Corridor	Dundee Road Corridor	Everett/Old Elm Corridor
Fairfield/Quentin Corridor	Northwest Highway Corridor	Willow Road Corridor
Skokie Valley Trail Corridor		



Implementation Summaries

- Implementation Tables
 - Outline potential implementation activities and strategies
 - Identify lead implementers
 - Catered to each corridor

4.1.1 Tier One Corridor Implementation Summary: Golf Road Corridor	
Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE Lead Implementers NWMC, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston</p>	<p>Thirty-six percent of the corridor is complete; however, there is poor continuity between the completed sections. The NWMC should work with municipalities to identify current opportunities for signage to regional destinations such as Woodfield Mall and the North Shore Center for Performing Arts. As municipalities design additional segments of the corridor, the NWMC should assist with appropriate regional signage and branding of the corridor.</p>



Next Steps: Outreach and Implementation

- Develop marketing materials to distribute to members
- Present the NWMC Bicycle Plan to Municipal Boards, Committees and Task Forces
- Coalition Building
- Funding Cycle Coordination & Grant Writing
- Regional Signage Coordination Planning



Questions

